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INCOMING AIRGRAM

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FROM: USMission BERLIN 177 SEP 30 PM 3 08

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REF ID: A651476
ClassificationB01583
PAGE OF PAGESDate Sent SEPTEMBER 26, 1959
Ref'd: CN 476

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TO: SecState WASH G-73
Amembassy BCNN G-70
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REF: CA 2391 of Sept. 12, 1959

Authority 160 901113
By HK-11/SG, Date 8/19/59Mission comments on planning paper enclosed in reference Instruction
are as follows:

In third sentence of statement to be made by Western Controllers after Sov walk-out of BASC we suggest deletion of words "avoiding any interference with." These words tend to cloud meaning of sentence. According to our records, statement without these words has already been approved at Berlin, Bonn and Government levels on standby basis. Statement to be made upon appearance East German at BASC should be similarly modified.

From first sentence of paragraph 3 recommend deletion of words "either to handle civilian flight plans or to take over Soviet functions entirely." These words appear unnecessary, since East German will not ryt not be permitted to remain in BASC in any case. Moreover, these words complicate problem of dealing with East German because they suggest there might be some legitimate function that East Germans might have at BASC. If retained in instructions to Western Controllers, the Controllers might be led to think that it is their duty to discover such function by questioning East German.

With respect to paragraph 9, we suggest that some announcement of frequencies to be used for broadcasting flight information should be made, preferably through non-radio channels. See final paragraph, this message.

Paragraph 11 provides that flight plans of Eastern aircraft will be accepted if there is no conflicting Western traffic. Presumably this acceptance would be communicated to Eastern aircraft and flight plans of Western aircraft subsequently received could only be accepted if not in conflict with Eastern flight plan. Effect would be that Western Allies had given up right to fly in corridors on basis absolute priority (i.e. right to fly without notice) to sharing with East on first-come-first-serve basis. We believe technical level contact with East Germans should provide means by which Western rights in corridor areas can be realized, but should not ryt not confer rights therin upon East Germans or their aircraft.

476

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While Allied flights have an unqualified right to fly through corridors without prior notice, absence of Soviet from BASC will mean that corridors constitute three extremely dangerous areas for East German air traffic. We believe reservation of certain areas in corridors for non-Allied traffic should not rpt not be conceded in face of East German truculence, as appears to be theory of incorporation this idea under numbered para. 13. Rather reservation these areas should be made immediately upon Sov departure from BASC in order to give appearance of western reasonableness and to spike possible East German claim that Allies taking dog-in-manger attitude about use corridor airspace, thus hindering normal development East German air travel within own borders.

Information re reserved areas might be included in statement contemplated numbered para. 16. This information would, however, tend to lengthen that statement and detract from its effect by including technical details usefulness of which would not rpt not be immediately apparent. Suggest therefore that separate statement re reserved areas be made immediately after statement provided for in numbered para. 16 and together with announcement frequencies to be used to broadcast Western flight information. See comment on numbered para. 9, above.

LIGHENER *af*AUTH: HDBrewster *HSB*

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